

CONVAIR
A Division of General Dynamics Corporation
(San Diego)

DESIGN INFORMATION BULLETIN

NO. 22-23-005

REPORT NO. ZM-22-005

DATE: 12 July 1960

MODEL 22- AIRPLANE

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SKYDROL 500 CONTAMINATION AREAS

1. This D.I.B. defines the zone where components and airframe areas are subject to hydraulic system leakages or (servicing) spillage or vapors.
2. Zone identification shall be as shown on Figure 1 ("Maintenance Zones") and shall be considered as contamination areas in accordance with Table 1 designation.
3. Each design group shall be responsible for the selection of Skydrol resistant materials and processes suitable for parts and assemblies located in the Skydrol areas as indicated in Table 1.
4. Compatability information on materials and processes for use in Skydrol areas may be obtained from Value Engineering personnel concerned.

Prepared By R. S. Oberst
R. S. Oberst
Hydraulic Design Group

5) E. B. Shaffer
E. B. Shaffer
Sr. Group Engineer
Electrical Systems

Approved By: 1) H. E. Wright 7-22
H. E. Wright
Sr. Group Engineer
Hydraulic Des. Grp.

6) D. G. Moody
D. G. Moody
Sr. Group Engineer
Avionics Group

2) M. R. Yale
M. R. Yale
Sr. Group Engineer
Structural Des. Grp.

7) J. B. Hurt
J. B. Hurt
Sr. Group Engineer
Prop. & Prop. Fluids

3) J. G. Hawkins
J. G. Hawkins
Sr. Group Engineer
Controls Des. Grp.

8) D. Krause
D. Krause
Sr. Group Engineer
Environmental Control

4) J. C. Hoover
J. C. Hoover
Sr. Group Engineer
Furnishings Group

9) R. R. Carpenter
R. R. Carpenter
Sr. Group Engineer
Value Engineering

10) J. T. Ready
J. T. Ready
Project Engineer - Model 22

SKYDROL 500 CONTAMINATION AREAS

TABLE I
CONTAMINATED AREA DESIGNATION

ZONE	EXTERIOR	INTERIOR	ZONE	EXTERIOR	INTERIOR	ZONE	EXTERIOR	INTERIOR
1	PS	—	35	PS	—	72 O	S*	S*
2	PS	S	36	PS	—	81	PS	S
3	PS	PS	37	PS(RS)	—	82	PS	S
4	PS	PS	38	PS(RS)	—	83	PS	S
5	PS	S	40	—	—	84	PS	S
6	PS	S	41	—	—	85	PS	S
7	S	S	42	—	—	86	PS	S
8	S	PS	43	PS	—	87	PS	S
10	—	PS	44	PS	—	88	PS	S
11	PS	—	45	—	—			
12	PS	—	46	—	—			
13	PS	S*	47	—	—			
14	S	—	50	PS	—			
15	S	S	51 O	PS	S			
16	S	—	52 O	PS	S			
17	S	—	53 O	PS	S			
20	—	—	54 O	PS	S			
21	—	—	55 O	PS	S			
22	—	—	56 O	PS	S			
23	—	—	57	PS	S			
24	PS	—	60 O	PS	S			
25	—	—	61 O	PS	S			
30	PS(RS)	—	62	S	—			
31	PS(RS)	—	63	S	—			
32	PS	—	64 O	PS	S			
33	PS	—	65 O	PS	S			
34	S	—	70	PS	S*			
			71	PS	—			

CODE:

PS = Potential Skydrol 500 Contamination. Δ
S = Skydrol 500 Contamination. (i.e. due to broken line. or loose fittings.
RS = Rear Spar (Aft side only.)
— = No exposure to Skydrol.

*13, 70, 71, 72 = No contamination on 22-1, -2.

Δ Potential defined as areas susceptible to Skydrol contamination such as areas 11 & 12 being wetted with Skydrol because of leakage in Nose Wheel Well when airborne.

O Refer to Page 3 for specific limitations set for the indicated zones.

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SKYDROL 500 CONTAMINATION AREAS

Specific limitations for Skydrol contamination in the following zones.

Zones 51 through 56 - interiors all limited to "S Classification" contamination as follows:

Zone 52 & 53 - limited to aileron nose section and forward side of front spar.

Zone 51 - outboard - lefthand flap and spoiler

Zone 53 - inboard - lefthand flap and spoiler

Zone 54 - inboard - righthand flap and spoiler

Zone 56 - outboard-righthand flap and spoiler

Limited to exposed areas of nose section and forward side of front spar of each flap.

Zone 60 - outboard - lefthand horizontal stabilizer

Zone 65 - outboard - righthand horizontal stabilizer

Limited to inboard end face.

Zone 61 - lefthand - elevator

Zone 64 - righthand - elevator

Zone 72 - rudder

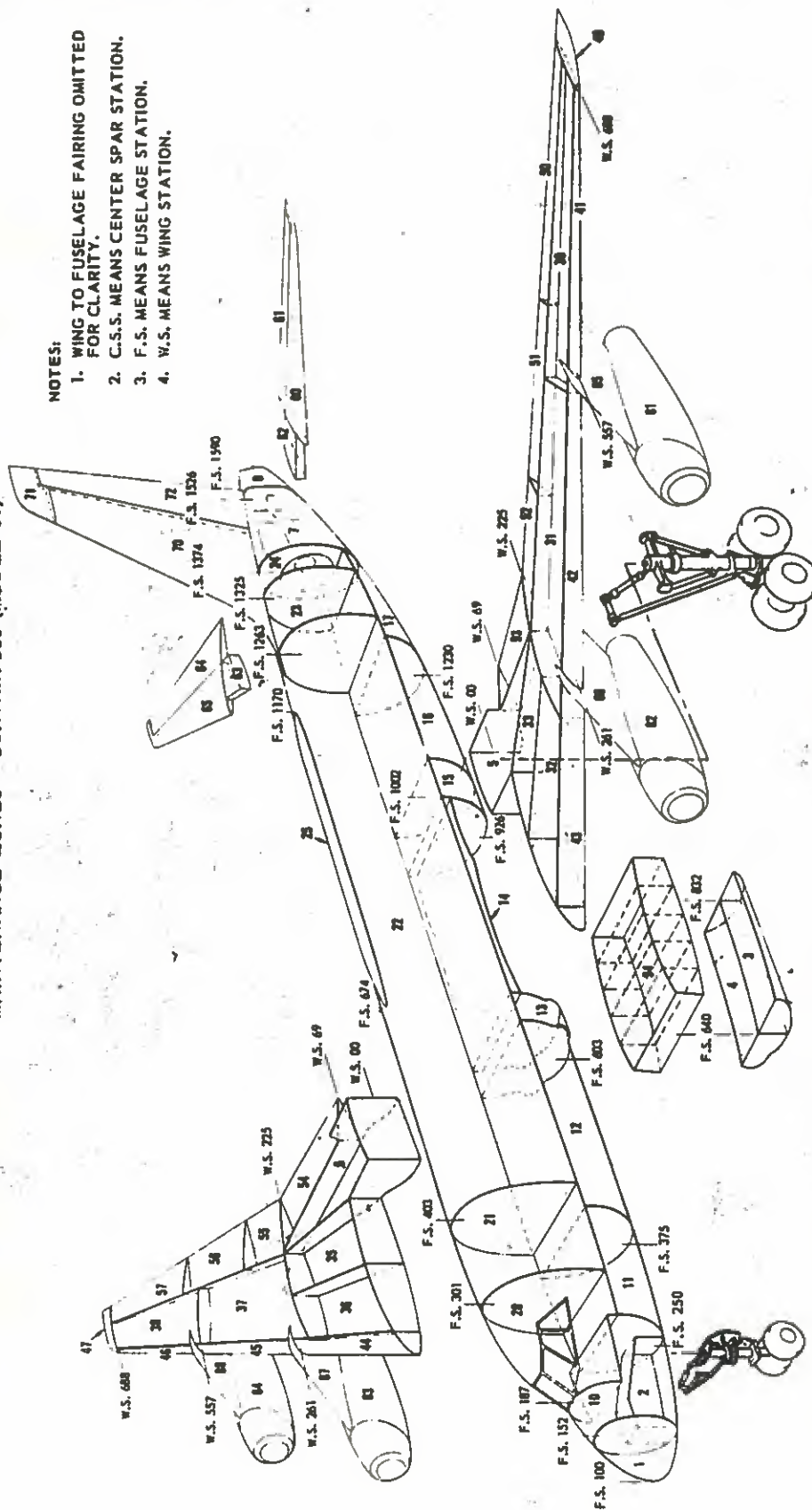
Limited to inboard end surfaces, forward side spar and exposed areas nose section.

Limited to bottom end surface, exposed areas of nose section, and forward side of spar.

MAINTENANCE ZONES - CONVAIR 880 (MODEL 31)

NOTES:

1. WING TO FUSELAGE FAIRING OMITTED FOR CLARITY.
2. C.S.S. MEANS CENTER SPAR STATION.
3. F.S. MEANS FUSELAGE STATION.
4. W.S. MEANS WING STATION.



UN-PRESSURIZED FUSELAGE AREAS

1. RADOME
2. NOSE WHEEL WELL & GEAR
3. AIR-COND (LH)
4. AIR-COND (RH)
5. WHEEL WELL - LH & GEAR
6. WHEEL WELL - RH & GEAR
7. TAIL SECTION - FUSELAGE
8. TAIL CONE

BELOW FLOOR COMPT'S

10. NOSE SECTION
11. ELECTRONIC - ELECTRICAL
12. BAGGAGE - FWD
13. WATER
14. OVER WING
15. HYDRAULICS
16. BAGGAGE - REAR
17. AFT FUSELAGE - BELOW FLOOR

ABOVE FLOOR COMPT.

20. COCKPIT
21. ENTRANCE - SERVICE - FWD
22. FUSELAGE - PASSENGER
23. ENTRANCE & SERVICE - REAR
24. LAVATORY & PRESS DOME
25. FAIRING - ANTENNA - TOP

FUEL TANKS

30. WING - NO.1 AUX FUEL TANK - LH
31. WING - NO.1 MAIN FUEL TANK - LH
32. WING - NO.2 AUX FUEL TANK - LH
33. WING - NO.2 MAIN FUEL TANK - LH
34. WING - FUEL TANK - CENTER SECTION
35. WING - NO.3 MAIN FUEL TANK - RH
36. WING - NO.3 AUX FUEL TANK - RH
37. WING - NO.4 MAIN FUEL TANK - RH
38. WING - NO.4 AUX FUEL TANK - RH

WINGS - L.E. & TIPS

40. WING TIP - LH
41. LEAD EDGE - OUTBD - LH
42. LEAD EDGE - CENTER - LH
43. LEAD EDGE - INBD - LH
44. LEAD EDGE - INBD - RH
45. LEAD EDGE - CENTER - RH
46. LEAD EDGE - OUTBD - RH
47. WING TIP - RH

WINGS - TRAILING EDGE & REAR SPAR

50. WING - TRAILING EDGE - LH
51. WING - FLAP & SPOILER - OUTBD - LH
52. WING - FLAP & SPOILER - INBD - LH
53. WING - FLAP & SPOILER - INBD - RH
54. WING - FLAP & SPOILER - INBD - RH
55. WING - FLAP & SPOILER - OUTBD - RH
56. WING - TRAILING EDGE - RH

HORIZONTAL STABILIZER

60. HORIZ STAB - OUTBD - LH
61. ELEV. TABS & BAL BD'S - LH
62. HORIZ STAB - INBD - LH
63. HORIZ STAB - INBD - RH
64. ELEV. TABS & BAL BD'S - RH
65. HORIZ STAB - OUTBD - RH

VERTICAL STABILIZER

70. VERT STAB
71. VERT STAB - INSUL STRIP & CAP
72. RUDDER, BAL BD'S, & TABS

PODS & PYLONS

81. ENGINE #1 POD
82. ENGINE #2 POD
83. ENGINE #3 POD
84. ENGINE #4 POD
85. ENGINE #1 PYLON
86. ENGINE #2 PYLON
87. ENGINE #3 PYLON
88. ENGINE #4 PYLON

FIGURE I